

THE RAILROAD QUESTION

Publicity Bureaus of Railroad Companies and of Employes' Brotherhoods Submit Further Statements on the Wage Question

STATEMENT BY RAILROADS

Chicago, April 5.—The Executive Committee of the Association of Western Railways has issued the following statement:

The total number of engineers, firemen, conductors and trainmen employed by the railroads of the United States increased from 254,000 in 1904 to 309,000 in 1914. The increase in 10 years in the number of men employed was 21 per cent.

The total wages paid engineers, firemen, conductors and trainmen increased from \$229,000,000 in 1904 to \$387,510,000 in 1914. The wage increase in 10 years was 69 per cent, or over three times as great as the percentage of increase in the number of employes.

The 309,000 engineers and trainmen are now demanding an additional wage increase of 25 per cent, or \$100,000,000 a year.

These employes have vested in the officers of their various organizations the right to act for them in conducting negotiations with the railway managers. If these officials refuse to arbitrate the wage controversy their only alternative will be to ask for a strike vote; and a strike would tie up all the railroads of the country and stop the movement of all traffic.

Perhaps the first question the general public would ask in this crisis is, "Are the engineers, firemen, conductors and trainmen being fairly treated by the railroads, as compared with other employees?"

The four classes named not only get the biggest wages paid by the railroads, but they have received in the past 10 years, a higher rate of increase in wages than other classes of employees. Furthermore, it exceeds the rate of increase in pay of general and other railway officials in the past decade.

As indicating the progressive increases in wages received by these employees in recent years, the following statistics published by the Interstate Commerce Commission, showing the average annual compensation of engineers, firemen, conductors and trainmen in 1904 and in 1914 as compared with that of other employees are illuminating:

UNITED STATES			
	1914	1904	Pct. Increase
Engineers	\$1771.80	\$1314.49	34.8
Firemen	1037.49	735.69	41
Conductors	1533.62	1113.65	37.7
Other trainmen	1023.26	707.56	44.6
Average	\$1253.37	\$902.09	38.9
Other			
Employees	\$ 684.78	\$ 545.79	25.5

WESTERN DISTRICT			
	1914	1904	Pct. Increase
Engineers	\$1819.91	\$1406.70	29.4
Firemen	1084.62	820.81	32.1
Conductors	1599.22	1184.17	35.0
Other trainmen	1068.22	771.30	37.2
Average	\$1296.31	\$983.08	31.9
Other			
Employees	\$ 670.62	\$ 557.63	20.3

In only one way can the railroads afford to pay a wage increase of \$100,000,000 a year to engineers, firemen, conductors and trainmen.

That is by adding that sum to the amount the public now pays for passenger and freight rates.

Under these circumstances does the public want to pay higher rates?

CARTOONIST — CLAY MODELER

Splendid Entertainment Is Promised for Next Tuesday

James R. Barkley, lecturer, cartoonist and clay modeler of considerable fame, will be in Alliance next Tuesday, having been secured by the Alliance School of Music for the fourth number of their season's course of entertainment.

The next number of the course will be an evening's entertainment in May, by Totten & Company, magicians.

J. L. Nicolai sold a Buick car last week to Sam Graham who lives north of town.

LESS MEAT IF BACK AND KIDNEYS HURT

Take a glass of Salts to flush Kidneys if Bladder bothers you—Drink lots of water.

Eating meat regularly eventually produces kidney trouble in some form or other, says a well-known authority, because the uric acid in meat excites the kidneys, they become overworked; get sluggish; clog up and cause all sorts of distress, particularly backache and misery in the kidney region; rheumatic twinges, severe headaches, acid stomach, constipation, torpid liver, sleeplessness, bladder and urinary irritation.

The moment your back hurts or kidneys aren't acting right, or if bladder bothers you, get about four ounces of Jad Salts from any good pharmacy; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salt is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to flush clogged kidneys and stimulate them to normal activity; also to neutralize the acids in the urine so it no longer irritates, thus ending bladder disorders.

Jad Salts cannot injure anyone; it is a delightful effervescent lithia-water drink which millions of men and women take now and then to keep the kidneys and urinary organs clean, thus avoiding serious kidney disease.

STATEMENT BY RAILROAD EMPLOYES

Cleveland, Ohio, March 5.—It has been repeatedly affirmed by railway officials that, if the demand by the Transportation Brotherhoods for an eight-hour day was granted, it would cost the roads \$100,000,000 annually. The four employes' organizations involved have challenged this statement, but the officials have never yet presented any detailed figures to prove how they arrive at that exact sum. They simply make it one hundred million and let it go at that.

An evidence of the fact that railway officials know it would not mean any considerable increase of wages to the men, the Missouri, Kansas & Texas Railway Company, in a letter addressed to its trainmen, engineers, yardmen and hostlers, signed by W. A. Webb, chief operating officer, states:

"The feature of payment of time and one-half for overtime would cause the railroads to avoid all overtime payment possible. Our overtime now amounts to more than seven per cent of the total wages of train and engine men, consequently the average pay of employes in that service is 107 per cent of what it would be were no overtime earned. It is true you would earn a minimum day's pay in some instances in two hours' less time, than at present, but the likelihood of your earning in excess of a minimum day's pay would be remote."

The contention in favor of an eight-hour day has all along been that if a penalty was fixed on the use of overtime the railroads would see to it that there would be little or no overtime.

The railroad officials also contend that it would be impossible to reduce the running time so that a division would be covered in eight hours.

During the recent arbitration case between Western Railroads and their engineers and firemen, the railroads presented elaborate exhibits which showed that the average time of 78 per cent of through or irregular freight service on all railroads west of the Mississippi river in October, 1913, between terminals 112 miles apart was 8 hours and 24 minutes. Transportation employes, therefore, in almost four-fifths of the through or irregular freight service in the West, which constitute about three-fifths of all freight train mileage, do produce their 100 miles, the standard for a day's pay, within 7 hours and 30 minutes. It would follow, according to these sworn statements, of the railroads, that on strictly less than half of the freight traffic of the West the adoption of the eight-hour day would require no additional labor outlay. Additional outlay would probably be necessary for the adoption of an eight-hour day on only one-fifth of the through freight service in the West. No overtime at an advance of 50 per cent over regular rates, however, would be paid, as the traffic would probably be sent over the heavy divisions in lighter trains at a speed of 12½ miles an hour. Under any change in operating conditions which might occur, the increase in the total pay roll of the western railroads would be very small.

These sworn statements prove the insincerity of the figures now being used by the railroad officials in an attempt to prejudice the public against the fair and reasonable demand for an eight-hour day for train service employes.

In their statements issued to the public the railroads give a list of a dozen or so engineers and conductors who receive fancy pay. These men, by reason of certain choice limited passenger runs, are held up as examples of what train service men receive. The public is led to believe that the pay received by these few men is indicative of the pay of the average train service man. As a matter of fact they are exceptional cases and are not fair examples of what the train service men receive. The present eight-hour day movement does not embrace the passenger train crews—only freight men; therefore, it is not proper to use any passenger service men as illustrations of pay received by the men embraced in the present eight-hour day movement.

As the railway officials insist on holding up these exceptional wages as examples of train crew pay, it would be only fair and just to use the salaries and "contributions" made by the Rock Island Railway to its officers, as fair and typical examples of what the officials receive on American railroads.

If the Rock Island is a typical case, the following, taken from the Interstate Commerce Commission report, No. 6824, will be of interest:

"Following are specific instances shown of records of the contributions referred to:

"J. E. Gorman, first vice president in charge of freight and passenger traffic, was secretly paid \$18,750 per annum, making his total compensation \$43,750, whereas the pay roll showed \$25,000.

"C. A. Morse, chief engineer, received a salary of \$15,000 per annum and a secret bonus of \$3,000 on the first of each year.

"Upon the retirement of R. A. Jackson as general solicitor, he was given \$100,000 in cash.

"As an inducement to L. F. Loree, chairman of the executive committee, to relinquish after 10 months' service, a joint contract with the railway company and the Frisco under which he was to receive a salary of \$75,000 per annum for a period of five years and in addition was to be paid a bonus of \$500,000 at the expiration of the contract, he was given bonds of the railway company of a par value

of \$450,000. This was borne equally by the two companies, and the proportion of the railway company was charged to profit and loss. The total amount borne by the railway company in this transaction exceeded \$250,000.

"C. H. Warren, vice president, was given by the railway company \$150,000 in par value of the common and \$105,000 in par value of the preferred stock of the New Jersey Company and \$50,000 in cash. There was no board authorization for the latter expenditure, the item being represented in the records of the railway company merely by a voucher signed by D. G. Reid.

"R. R. Cable, a member of the executive committee, received from the railway company \$30,000 in bonds of the Iowa Company, then worth \$24,500, for his services in the acquisition of the Burlington, Cedar Rapids & Northern Railway Company, and he was paid by the latter company \$85,000 in the same transaction. Mr. Cable also received another contribution, which will be referred to later.

"Robert Mather, vice president, was given \$25,000 in cash.

"George T. Boggs, director and secretary of the board of directors of the railway company, was given \$15,000 in cash when he retired from the secretaryship of the railway company."

"The contributions to officials of the railway company in excess of their salaries aggregated about a million dollars."

From the above report of the United States Interstate Commerce Commission it is plain that railroad payrolls do not always show what the officials actually receive. There is no question as to the railroads' ability to meet the demands for an eight-hour day if the funds which in the past have been diverted from their proper uses, are allowed to remain in the treasuries of the railroads to meet the necessary expenditures of running railroads as business institutions.

Clubs Meet at Bridgeport

The annual meeting of the Associated Commercial Clubs of western Nebraska is to be held at Bridgeport, Tuesday, April 11. It is hoped that every western Nebraska city will be represented at this convention.

Suit for Divorce

Mrs. Florence Leon, of Hemingford, has filed suit through her attorney, Lee A. Baye, for divorce from Leo L. Leon, alleging as grounds for divorce, non support and cruelty. She also asks for the custody of their one-year-old child, Edward Leon. Mr. and Mrs. Leon moved to Hemingford from Minatare.

Land Case at Rushville

A. S. Reed was a witness in a case at Rushville last week before the district court in which suit was brought against John Mitchell for the title to a quarter-section of land located near Hay Springs. A number of years ago George L. Jameson, father of Edward L. and Howard W. Jameson, deeded the quarter-section of land to Mr. Reed to sell as trustee. A mortgage on the land was due and it was about to be foreclosed on. The holders of the mortgage offered to take less than its face value. Mr. Reed paid off the mortgage and deeded the land to John Mitchell, signing as trustee. The suit was brought by Howard Jameson in the names of both brothers but after it had been commenced Edward L. Jameson withdrew and gave a quit claim deed to John Mitchell. The trial was a civil suit and was decided in favor of the plaintiff, Howard W. Jameson.

Wonderful New Coal Oil Light

Burns Vapor Saves Oil



Awarded GOLD MEDAL at World's Exposition San Francisco

Scientists say its White Light is nearest to day-light in color

Costs You Nothing

To have this wonderful new Aladdin coal oil (kerosene) mantle lamp demonstrated right in your own home. You don't need to pay us a cent unless you are perfectly satisfied and agree that it is the best oil lamp you ever saw.

Twice the Light On Half the Oil

Recent tests by the Government and noted scientists at 35 leading Universities, prove the Aladdin gives more than twice the light and burns less than half as much oil as the best round wick, open flame lamps on the market. Thus the Aladdin will pay for itself many times over in oil saved, to say nothing of the increased quantity and quality of pure white light it produces. A style for every need.

\$1000.00 Will Be Given

by the Mantle Lamp Company—the largest Coal Oil (kerosene) mantle lamp house in the world—to any person who shows them an oil lamp equal to the Aladdin. Would they dare invite such comparison with all other lights if there were any doubt about the superiority of the Aladdin?

Let Us Call and Show You This Greatest of all Lights

Perry Mailey Alliance, Nebr.

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Classified Dep't

RATES:—The charge for both regular and special editions is 1c per word per insertion, six words to the line.

Advertisers so desiring may have answers to their advertisement addressed to a box number, care of The Herald.

Advertisements charged to patrons having accounts are measured by the line, not by the word.

N. B.—The Herald cannot be responsible for more than one wrong insertion due to typographical error. No claim for error can be allowed after the 10th of the following month. Any advertisement inserted to run until forbidden must be stopped by written order.

The Bargain Center of the Business World



WANTED—AGENTS

WANTED—Girl for house work. Mrs. W. T. Spencer, 720 Box Butte. 17-1f-6831

WANTED—Young men from eighteen to twenty years of age wanted to solicit business for a local company with a proposition that will make good money. Address Box 6620, care Alliance Herald, giving full particulars. 12-1f-6620

WANTED

WORK WANTED by competent, able-bodied man. Will clean lawns, run errands and do any work. Wm. C. Garland, Phone 340. 14-1f-6715

BIDS WANTED—The two-story frame residence building at the northeast corner of Fifth street and Niobrara avenue is for sale. Bids will be received up to Tuesday, April 4th. Odd Fellows Building Association. H. H. Brandt, T. M. Lawler, T. G. Waddell, Committee.

LOST AND FOUND

LOST—On March 21, from Burlington train going to Denver after noon, a black felt hat with the name Phil Ziemer, O'Neill, Nebr., on the inside hatband. Train was three or four miles south of Alliance when the hat was blown off. Ticket to Bridgeport was on inside of hat band. Return to Alliance Herald office. 17-25

LOST—A Tartan check coat and vest between Alliance and Bayard on March 23, from an automobile. Reward for return to The Herald office in Alliance, or The Transcript office in Bayard. Charles Walters, owner. 17-2f-6826

LOST—Bunch of keys. A switch key and six others on the ring. My name on tag. Return to Herald office. H. M. Susick. 17-1f-6827

FOR RENT

FOR RENT—Two desirable office rooms in the Reddish Block. Phone 168. 15-1f-6726

BARN FOR RENT—Handy location, 408 Sweetwater Avenue. John W. Thomas, phone 175. 15-1f

FOR SALE

FOR SALE—Good, paying butcher shop. Good location and steady business at good prices. Address box 6406, care Alliance Herald. 9-1f-6406

FOR SALE OR TRADE—Powerful six-cylinder automobile. Will sell cheap, or trade. Call or write The Herald office. 1-1f-6558

FOR SALE—5-room house, modern except furnace. Good location. Address 719 Toluca. Phone 672. 17-2f-6834

FOR SALE—Having disposed of my mares I offer at a bargain my Mammoth Kentucky Black Jack. His colts are smooth and heavy boned. A. Gauvain, Minatare, Nebr. 17-2f-6832

FOR SALE—Sudan Grass Seed. Inquire of Victor Shuler, at the Shuler Studio.

STORE FOR SALE

Good business; town small but growing; in a prosperous agricultural and stock raising country. Only a cash deal considered. DOVE & CO., 14-1f-6677 Angora, Nebr.

FOR SALE

The best business in Alliance, Nebraska. On account of poor health, owner must sell the Atlas rooming house of 17 rooms at a sacrifice price. Building rent is low. E. T. KIBBLE, Alliance, Nebr. 16-1f-6778

Registered Percheron Stallions, 2, 3 and 4 yrs. old; Blacks, Grey, and Brown. Good young stallions \$400. W. L. PARR, Ruskin, Nebr. 17-2f-6810

MISCELLANEOUS

TAKEN UP—A light bay filly, two white hind feet; about 5 or 6 years old, weight about 900, unbroken. J. A. KEEGAN. 17-1f-6830

BUSINESS OPPORTUNITY for man with small amount of capital to get into good, paying business in western Nebraska. Prefer man with some experience in farming. Must be steady and reliable. Address, with particulars, Box 6645, care Alliance Herald. 12-1f-6645

MONEY TO LOAN on real estate Apply to H. M. Bullock. Room 4, Reddish Block, Alliance. 6-1f-6307

RECORD FOR TRAINMEN Railroad men can secure a very useful book at The Herald office. It is fully time book for trainmen and engine men. The price is reasonable. 1-1f-5725

MOVE FURNITURE SAFELY We have equipped our dray with one and auto truck with the latest appliances for moving furniture without marring or scratching or damage. Up-to-date wagon pad will be used by us on all moving jobs. JOHN R. SNYDER, Phone 15 37-1f-5950

MONEY TO LOAN—On Box Butte county land and ranches in the sandhills. No delay in making the loan. We inspect our lands and furnish money at once. J. C. McCorkle, McCorkle Building, Alliance, Nebr. 1-1f-6554

MONEY TO loan on real estate.

F. E. REDDISH

NOTICE

I hereby give notice that Mrs. Margaret Green, who claims to be my wife, left my bed and board some three years ago and has been twice married since then, and I will not be responsible for any credit extended to her. Dated March 23, 1916. WILLIAM M. GREEN.

Printing

Are You in Need of

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- Cards
- Blanks
- Folders
- Dodgers
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- Envelopes
- Statements
- Bill Heads
- Invitations
- Packet Heads
- Letter Heads

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ATLAS REDWOOD TANKS ARE SUPERIOR

Will outlast several steel tanks or several tanks made from other material, and cost less money. These tanks will keep the water cooler in summer and warmer in winter. Send for price list today.

ATLAS TANK MFG. COMPANY, Fred Bolsen, Manager, 1102 W. O. W. Bldg., Omaha, Neb.




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BY improving its appearance inside and out and BY giving it the protection of a new coat of paint.

SAVE MONEY by buying your paint here next week.

On all purchases of paints and painting materials here on Clean-up and Paint-up Week, April 10th to April 15th, Cash Sales Only

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G. A. HEILMAN, Mgr. PHONE 73

